

2013 Late Model Rules

Entire Rule Book Has Been Updated For 2013 (1/8/13)

Chassis/Frame:

The wheel base minimum will be 103"-inches with a maximum wheelbase of 105"-inches.

All frames must be fabricated from magnetic steel with a minimum of 2"-inches x 2"-inches or approved rectangular magnetic steel with a minimum material thickness of .083"-inches.

A minimum of 1.75" Outside Diameter magnetic steel tubing, 4130 Chrome Moly or DOM with a minimum material thickness of .083"-inches, will be permitted for frames that are fabricated from round tubing.

Rear bumpers that are stubbed may only extend a maximum of 8"-inches beyond the frame. Any stubbed rear bumper that extends further than the maximum of 8"-inches must be formed and directed 8"-inches toward the front of the car.

External rub rails will not be permitted.

All cars must be equipped with a tow hook and/or strap for the purpose of towing.

All battery supports and/or mounts must be secure and braced in two (2) horizontal positions and one (1) vertical position.

Any frame built on or after January 1st, 2006, must have the builder's unique serial number plate prominently attached to the left side roll cage upright. The plate must be welded in place. All characters on the plate must be a minimum of ½"-inch in height and the serial number must not exceed 8 characters.

Body:

(Refer to diagrams 1 - 5 attached)

Overall Appearance:

The car must be neat in appearance and must display the car number on the front nose and the rear fuel cell. The minimum height for the number will be 6"-inches.

The car must have legible numbers on each side and on the roof a minimum of 18"-inches high.

The driver's last name must be placed in legible letters on both doors or the rocker panels.

General Body:

The nosepiece must match the body style of the make and manufacturer of the car and be the same as the make and manufacturer of the motor (GM, Ford, Mopar).

All cars must have a minimum half-inch (1/2") and a maximum of one (1) -inch radius at the top of fenders, doors and quarter panels. Sharp edge(s) will not be permitted.

The floor boards and firewall must completely cover the driver's area with no openings.

Fins and/or lips of any-type will not be permitted anywhere along the entire length of the car.

The body line must be a smooth even line from front to rear.

Wedge shape cars and/or body styles will not be permitted.

"Belly pans" or any type of enclosure on the bottom of the car will not be permitted. A skid plate to protect the oil pan is permitted. A maximum 1/8" skid plate will be permitted.

Wings and/or tunnels and/or any type of air deflection device will not be permitted underneath the body and/or chassis of the car.

A maximum of one (1) stone deflector, for rear mounted oil pumps, oil filters, and for the main oil tank will be permitted. The deflector may be made of steel, aluminum, or heavy gauge wire. The cover may only be mounted near the unit it is designed to protect with a maximum size of 18" x18" and only mounted from the upper right frame rail to the lower right frame rail.

Panels of any type under the rear deck running from the front to the rear of the car will not be permitted.

Bodies that are non-approved will be assessed a weight penalty. The minimum weight penalty will be as follows; 25 lbs per inch of the infraction.

Any style air cleaner scoop used must be positioned in front of/around the air cleaner and must not exceed 1"-inch in height above any part of the air cleaner. Any type of flange and/or air deflection device and/or fin that is designed to direct airflow will not be permitted.

Cockpit adjustable components with the exception of brake bias adjusters will not be permitted. Adjusters of any-type, including but not limited to adjustable shocks, hydraulic or pneumatic weight jacks, trackers, ignition boxes or similar adjustable components will not be permitted inside the cockpit of the car or within reach of the seated driver.

Nosepiece:

Only approved nosepieces may be used. A list of approved manufactures and part numbers follows:

1.) Dominator 2012 Late Model Nose - 2.) MD3 - Performance Bodies- 3.) ARP- 4.) Five-Star MD3 type

All nosepieces must be made of molded type material.

Two piece noses must be positively fastened together in the center. Spacers added to gain width will not be permitted.

The nosepiece must be mounted in a manner that does not alter its original shape.

The nose shall remain flat above the nose lip/wicker bill. Alterations and/ or additions may not be made to this area other than cooling holes will be permitted.

The nosepiece can extend a maximum of fifty-two inches (52") from the center of the front hub to the farthest point extending forward.

The nosepiece must display a headlight decal package. A one-race grace period, running contrasting color tape in the shape of a headlight will be permitted.

Roof:

The roof length from front-to-back must be a minimum of 44"-inches with a maximum of 54" inches.

The roof width from side-to-side must be a minimum of 48"-inches to a maximum of 52"-inches.

The roof must be stock appearing and be mounted level to the body.

The minimum height of the roof will be 45"-inches with a maximum height of 48"-inches. The roof will have a maximum rake of 3"-inches.

The roof must be mounted parallel to the body and near the center of the car as viewed from the front of the car. The entire rear edge of the roof, when measured from the bottom of the roof to the top of the interior decking, shall maintain the same height measurement across the entire width of the roof.

A maximum 1-1/2" roll, turned downward will be permitted along the front edge of the roof. A maximum 1"-inch roll, turned downward, will be permitted along the rear edge of the roof. These modifications will be permitted to improve the strength of the roof. Any other modifications to the roof will not be permitted.

Flat and/or odd shaped roofs will not be permitted. Bellied and hollowed roofs will not be permitted. Any sun/antiglare shields may not exceed a 4" drop from the top roof line, and must hinge for easy exiting.

A maximum of two (2) roof edge bead rolls of a maximum height of 1/2" inch the length of the roof will be permitted.

The roof posts and spoiler support(s) may not overlap.

Only single plated roofs will be permitted.

The maximum thickness of the roof at any point will be 1/2"-inch.

The roll cage and associated frame members above the interior panels (decking) must remain open. Enclosures will not be permitted.

Roof Supports and Window Side Panels:

All roof side panels must extend to the edge of the body.

The roof side panel window size must be a minimum of 10"-inches x 15"-inches and must match drawing number - 4- side view. A maximum crown of two (2) inches will be permitted, measured from the center of a common tangent point on either side of the crown.

The side window area may be covered with clear Lexan and/or equivalent type material, be cut out and/or represented by a decal. Both roof support openings must be covered and/or both must be left open. The left and right side openings must be the same size with a tolerance of one (1) inch.

The left and right side window panels must match.

A maximum bow of two (2")-inches outward on the window side panels as viewed from behind will be permitted. See drawing -4-.

The front roof supports up to 2"-inches in width must extend forward to the rear of the hood. Lips and/or fins will not be permitted.

The maximum thickness of the roof at any point will be 1/2"-inch.

The roll cage and associated frame members above the interior panels (decking) must remain open. Enclosures will not be permitted.

Front Fenders, Fender Flares and Hood:

The hood and the front fenders must be level and flat from the left to the right side of the car.

The outside edges of the hood and/or the fender must remain inside the overall bodyline.

The front fender may be a maximum of 37"-inches in height, measured vertically from the ground to the top of the fender behind the front tires.

The front fender flares must be made of plastic and must not alter the original shape of the nose piece.

The front fender flares must not extend beyond the front tires more than 1"-inch per side to a maximum width, edge-to-edge, of 90"-inches in width with the wheels pointed straight.

The front fender flares can have a maximum increase in height of 2 inches.

The front fender flares must have collapsible supports.

Doors:

The door-to-door measurement must not exceed 76"-inches in width at the top of the doors.

The door-to-door measurement must not exceed 82"-inches overall width when measured at the bottom of the doors in the center of the car.

The doors must not exceed 37"-inches in height when measured from the ground to the top of the door.

The door sides may not break inward from the top 76"-inches and bottom 82"-inch measurements. Hollow and/or bellied doors will not be permitted.

The minimum ground clearance will be 3"-inches.

Quarter Panels:

The maximum distance from the center of the rear hub to the top quarter of the panel is fifty three (53")-inches. See drawing #2 1.7A.

The quarter panels must not exceed 76"-inches in width at any point as measured at the top of the panels.

The rear deck must taper in a symmetrical manner from the center of the rear hub to the rear spoiler with a maximum width of 72"-inches. See drawing #5.

The maximum width for the quarter panels measured from outside-to outside measured 19"-inches from the ground and/or at the bottom of the quarter panel will be 86"-inches.

Any breaks and/or bends formed in the sides of the quarter panel that move the panel toward the center of the car will not be permitted. Hollow and/or bellied panels will not be permitted.

The maximum distance from the center of the rear hub to the rear trailing edge of the quarter panel will be 48"-inches. See drawing #2 1.7A.

The maximum height from the ground to the top of the rear deck at the top of the rear quarter panel is 38"-inches.

A minimum of 2"-inches of tire clearance between the tire and the body will be required.

Spoilers and Spoiler Braces/Supports:

Only aluminum and/or Lexan and/or Lexan-type rear spoilers will be permitted.

The maximum overall height of the rear spoiler will be 8"-inches. The maximum width of the rear spoiler, including braces and/or supports is 72"-inches.

The rear spoiler must begin at the deck and extend 8"-inches from that point. Suspending the spoiler to create a wing-type device will not be permitted.

The rear spoiler must begin at the rear most point of the quarter panels.

Only three spoiler braces/supports will be permitted. The front edge of the spoiler brace/support must be in line with the spoiler.

The outside spoiler supports must not be mounted any-wider than the top of the quarter panel(s) and must be centered on the rear deck.

In the event that aluminum angle is used to brace the upper edge of the spoiler, the angle must not add to the height and/or length of the spoiler in any way.

Interior:

The interior of the cockpit must be a minimum of 11"-inches below the top of the roof and/or roll cage, measured perpendicular to the ground from the bottom of the roof to the cockpit deck. Roof rolls are not part of the measurement.

The side window opening(s) must be 15"-inches from the top of the door to the bottom of the roof.

Support bars that block the right window from the driver exiting the cockpit will not be permitted.

A single rock guard (Lexan screen) tapered back from the steering wheel to the height of 1"-inch in line with the driver's chest providing the 11"-inch minimum clearance is met at any point from the roll cage to the body and/ or rock guard.

If the interior deck drops the drop must begin at the rear of the engine plate with a maximum of 4"-inches and must not drop below 4"-inches at the rear of the hood. The start of the dropped interior must remain closed as a part of the fire wall. The entire width must be closed off with sheet metal.

The interior must gradually taper up to the quarter panel height and must be level for a minimum of 20" inches from the rear spoiler forward.

Driver Compartment:

A full metal firewall fabricated from magnetic steel and/or aluminum must encompass the driver's compartment from front-to-rear, on both sides and floor boards.

The driver's seat must be a high back aluminum seat, designed specifically for racing, located on the left side of the car and mounted per the manufacturer's instructions securely to the frame.

The seat design should be one from a current manufacturer and/or recommended to include the full containment design. Installation of the full containment seat should follow the manufacturer's instructions.

All cars must be equipped with a quick-release type steering wheel.

The driver compartment must have a starting switch and/or button within reach of the driver.

A clearly labeled electrical on/off 'kill' switch within reach of the driver is recommended.

Mirrors of any-type will not be permitted.

Radios and/or electronic and/or data communication devices will not be permitted.

Any edge and/or sheet metal end in and around the driver compartment must be protected with trim and/or beading and rounded. Sharp and protruding edges will not be permitted.

A substantial rock guard with a minimum of three (3) additional roll bars must be mounted in front of the driver. The rock guard must be made from wire screen. Wind- shield screens must be a minimum of .090-inches and must be securely fastened.

A fully charged fire extinguisher meeting SFI 167.1 specifications with an activation push and/or pull knob within reach of the driver is recommended

Suspension:

All cars must be equipped with an operating four wheel disc brake system.

Shock Absorbers:

All shock absorbers must be constructed of magnetic steel and/or aluminum.

Remote reservoirs will be permitted.

Suspension Components/Springs:

Coil springs must be magnetic steel.

Leaf springs may be composite material or magnetic steel.

Roll Cage:

All cars must have a roll cage fabricated from a minimum of 1-1/2" outside diameter with .065"-inch thick seamless magnetic steel tubing.

The side roll bars and/or door bars must extend into the door panels.

A minimum of three (3) bars must be utilized on the left side of the car in the door area.

Any of the bars that are utilized for the top portion of the roll cage, including, but not limited to the front and rear hoops, the top hoop and the uprights, must extend a minimum of 1"-inch above the driver's helmet.

All new frames and/or roll cages built on or after January 1st, 2006 an additional vertical side brace is required on the left side in vertical alignment with the steering wheel.

Wheels:

Only steel or aluminum wheels will be permitted for competition.

The wheels must be mounted to the hubs utilizing lug nuts. "Knock off" and/or single type wheel mounting systems will not be permitted.

The maximum wheel width that will be permitted is 14"-inches.

The maximum front track width will be 90"-inches and the maximum rear track width will be 88"-inches, measured from the outside edge of the tire to the outside edge of the tire.

Wheel spacers will be permitted provided the track width(s) do not exceed their maximum dimension.

Engines:

Only conventional type V-8 engines with the cam in the block will be permitted. There will be no limit on the cubic inch displacement.

All engines must be based on a manufactured, factory design.

Aluminum or steel blocks will be permitted.

All engines must be normally aspirated with a single conventional-type four (4) barrel carburetor.

The engine must have an operating self-starting mechanism. Vehicles that require a 'push start' will not be permitted.

Only a single distributor or magneto will be permitted. Coil pack and/or engines that have individual ignition systems, electronic or mechanical for each cylinder will not be permitted.

A maximum of 25 ½"-inches from the center of the ball joint to the front of the motor plate/engine bell housing flange will be permitted.

Only two (2) valves and one (1) spark plug will be permitted per cylinder.

Transmission/Driveline and Driveline Components:

Direct drives systems of any-type will not be permitted.

The transmission must be bolted to the engine it must have forward and working reverse gear(s) and must be able to shift to forward or reverse with engine running.

All cars must be equipped with a working self-starter.

Driveshaft:

The driveshaft must be a minimum of 2"-inches in diameter. All drive shafts must be painted white.

Only one (1) drive shaft connected from the transmission to the center section of the rear end will be permitted.

A minimum of one (1) driveshaft hoop / sling must be fastened securely to the frame. It is recommended that two (2) driveshaft hoops / slings be used.

Rear End:

Any type of rear end differential / center section will be permitted.

Live-axle type rear ends will not be permitted.

Independent rear suspensions will not be permitted.

Floater-type wide-five hub assemblies will be the only hub assemblies permitted.

Fuel, Fuel Cells and Fuel System:

All cars must have fuel cells that meet and/or exceed FT3 specifications.

The fuel cell may not have a capacity of more than 35 gallons.

The fuel cell must be enclosed completely in a container that is a minimum thickness of 20-gauge magnetic steel and/or .060"-inch aluminum.

The entire container must be visible for ease of inspection.

The fuel cell must be mounted behind the rear axle between the rear tires, a minimum of 4"-inches ahead of the rear bumper. The bottom of the fuel cell must not be any lower than the bottom of the rear end/quick change housing.

The fuel cell must be mounted with a minimum of two (2) .125"-inch thick steel straps. The straps must cover the entire cell. Fuel cells that are mounted in a square tubing frame will be permitted.

The fuel pick up must be positioned on the top or right side of the fuel cell and be constructed of steel. The fuel pick up must have a check valve.

Only racing gasoline or alcohol will be permitted for competition. Nitrous oxide, nitro-methane and/or propylene oxide will not be permitted.

Only mechanical and/or belt driven fuel pumps will be permitted. Fuel injection system(s) and/or electrical fuel pumps and/or any type of pressurized fuel system will not be permitted.

Exhaust:

The exhaust flow must be parallel to the ground. Exhaust systems that direct the flow toward the ground will not be permitted.

All exhaust systems/headers must end with a collector.

Traction Control Devices:

All electronic and/or computerized wheel spin and/or ignition retardation and/or acceleration limiting and/or traction control devices of any type will not be permitted.

Adjustable ping control devices, dial a chip controls, timing controls and/ or automated throttle controls will not be permitted.

Adjustable restrictor plates will not be permitted.

Remote control components of any-type will not be permitted.

Radios and/or devices for transmitting voice and/or data will not be permitted.

Data acquisition systems and/or electronic or digital timing devices will not be permitted.

Weight/Ballast Rule:

Total weight of car and driver may not be less than 2,250 pounds or more than 2,800pounds. No allowance given. Weigh-in to be after any event or qualifying. Weight to be measured as car comes off the track in the condition that it took the checkered flag. Any added weight must be securely fastened. Weight measured by Selinsgrove Speedway scales. Any car in the top 5 of any event, or any other car directed by speedway officials, that does not go directly to the scales first before the car stops with the crew and/or at the trailer will be disqualified and scored last for that event. Any car required to be weighed at the completion of any event that does not meet the minimum weight requirements will be disqualified and scored behind all other cars that were

on the track at the end of the event. The number of cars required to be weighed for any event may be changed by track officials and teams will be notified.

Weights up to 50 lbs must be positively fastened by 2 ½-inch, minimum grade 5 bolts with a minimum of two (2) weight clamps. Threaded rods will not be permitted. All weights must be painted white and clearly labeled with the car number on it.

Any weight(s) must be securely attached to the frame below the body decking.

Any car that loses any weight/ballast during an event may be subject to a penalty.

Weights attached to the rear bumper and/or outside the frame will not be permitted.

Pellet-type and/or liquid-type weight/ballast will not be permitted.

Driver operated weight adjustment, 'weight jacking' devices will not be permitted.

TIRES:

Hoosier Racing Tire On All 4 Corners

FRONT:

28.5/11-15 AB 1300 or harder

28.5/11-15 Rib 1300 or harder

LEFT REAR:

11/86-15 LCB 1300 or harder

11/88-15 LCB 1300 or harder

RIGHT REAR:

29/11-15 1300 or harder

29/11-15 Rib 1300 or harder

Drivers may continue to use the old numerical system tires of D15 or harder for all corners.

Right Rear, 29/11-15 1300 or Harder

Right Rear, 29/11-15 Rib 1300 or Harder

There is no regulation on how soft a tire can be.

Drivers will be given two laps to change a flat tire (one flat per car, per feature). Does not apply to heats.

Radios/Transponders:

No radios (one way or two way) or other means of electronic communications between the driver and anyone other than track officials is permitted.

All drivers are required to use a receiver capable of receiving frequency 454.000 for one way communications from track officials.

Late Models are required to use transponders. Rental units are available from the speedway.

Transponders for Late Models should be mounted on the rear side of the engine mounting plate or to the engine compartment side of the firewall but can be no less than 80" from the center nose of the car. Shims can be used between the engine plate and mounting bracket to obtain this distance.

Transponders must be mounted in a vertical position pointing straight down and as close to the ground as possible. There cannot be any metal, carbon fiber or other material that would deflect or block the signal between the transponder and the ground.

Other than wiring used to connect direct powered units the transponder should not be mounted within 12" of any device that generates, transports or stores electric or magnetic energy (individual race cars may require a greater distance or shielding).

Transponders/brackets should be riveted, wire tied or clamped to the mounting point with additional wire ties, clamps or other securing devices encompassing the entire mounting point /bracket / transponder for additional security.

Speedway is not responsible for lost/damaged transponders. Damaged/Lost units rented from Speedway are the responsibility of renter.

It is each race teams responsibility to assure that the transponder they are using is mounted properly and in working condition at all times car is on track.

Personal Safety Equipment:

General

Each competitor is solely responsible of for the effectiveness and proper installation, per the manufacturer's specifications, of personal safety equipment and determining it to be adequate for competition at every event. Each competitor is expected to investigate and educate themselves for continuing improvement regarding their own personal safety equipment.

Seat Belt/Restraint System

Each car will be equipped with minimum of an SFI 16.5 or SFI 16.1 approved restraint system, until the date of the belt expiration (two years from the date of manufacturer). Seat belt restraint systems shall be installed and used in accordance with manufacturer's instructions. *In any type of manufacturer's installation the fasteners should be magnetic steel unless using type of mount in which the seat belt wraps around the roll cage.*

Seat belt material should not be permitted to come in contact with any sharp or metal edge, including when the material passes through the seat.

Protective Clothing

All drivers will be required to wear a fire resistant driving uniform meeting minimum of the SFI 3.2A/5 specification and display a valid SFI 3.2A/5 label.

All drivers should wear fire resistant accessories including but not limited to; head sock, under garments, shoes, and socks. All drivers are highly recommended to wear fire resistant gloves. Shoes and gloves will be required to meet minimum of the SFI 3.3 specifications and display a valid SFI 3.3 label.

Seats

Aluminum and/or carbon fiber-type seats will be permitted. It is recommended that aluminum seats have an FIA and/or SFI rating, any carbon-fiber-type, composite seats must meet the SFI Rating 39.2. All seats must be mounted to the frame as required by the seat and chassis manufacturer.

All areas surrounding the head should have padding.

A right side head restraint net and/or support are required. All head restraint nets should be equipped with quick release mechanisms.

Helmets

All drivers will be required to wear a full-face helmet with a minimum safety rating of FIA 8860-2004, FIA 8860-2010, Snell SA 2005, Snell SA 2010, Snell SAH 2010 and/or a valid SFI 31.1/2005 label.

It is strongly recommended that helmets should be fitted with the Eject™ helmet removal system.

Head and Neck restraints are strongly recommended. The head and neck restraint system must be mounted and connected to the helmet per the helmet manufacturer and head and neck manufacturer instructions.

Arm restraints are recommended and must be connected and used as instructed by the manufacturer.

RECOMMENDED Safety Equipment

Driver's side window net.

Sharp and/or protruding edges in and around the cockpit will not be permitted.

Windshield screens should be a minimum thickness of 0.090 inch and should be securely fastened to the roll cage.

A clearly marked electrical engine shut off switch within the reach of the driver.

A clearly marked fuel shut off valve within reach of the driver.

Only SFI flame retardant seat, roll bar, knee and steering pads and/or padding should be utilized.

Driveline U-Joint scatter shields are recommended.

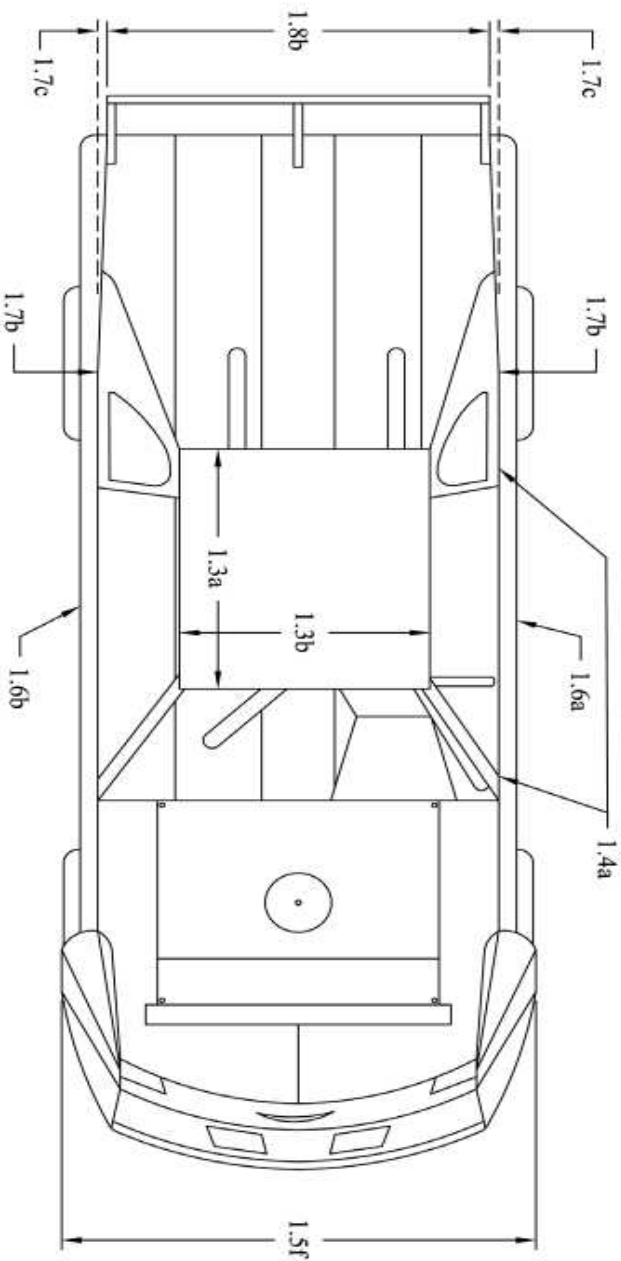
All teams should have an easily accessible 2.5 gallon FFF fire extinguisher or its equivalent at the back of the team's transporter.

***Note - these rules are subject to change during the racing season. *
The officials' interpretation of these rules is FINAL.**

DRAWINGS (Attached)

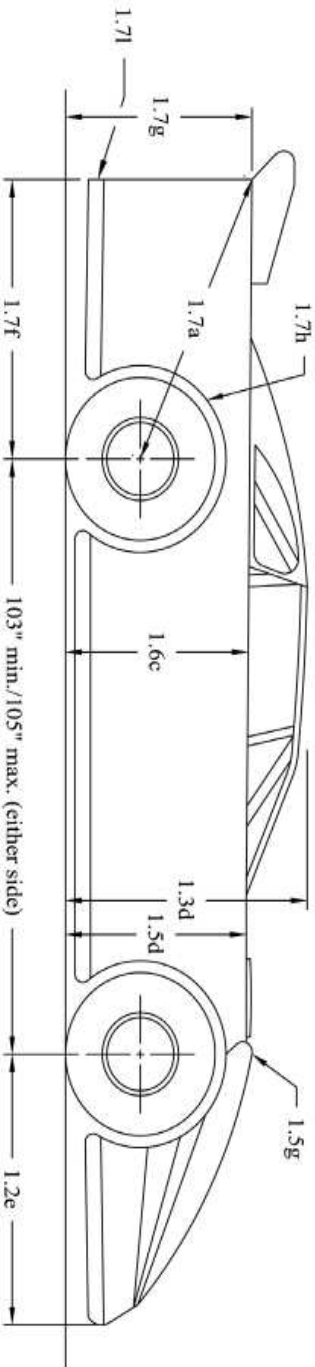
- 1 - Top View
- 2 - Side View
- 3 - Spoiler Support
- 4 - Rear Roof Support
- 5 - Quarter panel options

- 1.3a - Roof length must be a minimum of forty-four inches (44") to a maximum of fifty-four inches (54").
- 1.3b - Roof width must be a minimum of forty-eight inches (48") to a maximum of fifty-two inches (52").
- 1.4a - All roof side panels must extend to edge of decking.
- 1.5f - Front fender flares cannot extend beyond front tire more than one inch (1") in width with the wheels pointed straight.
- 1.6a - Door cannot exceed seventy-six inches (76") in its entirety at top of door.
- 1.6b - Door cannot exceed eighty-two inches (82") in width at the bottom in the center of car.
- 1.7b - The quarter panels cannot exceed seventy-six inches (76") in width at any point behind the center of the rear hub as measured at the top.
- 1.7c - Rear decks must taper from seventy-six inches (76"), as measured at the top over the rear hubs, uniformly back to seventy-two inches (72)" at the spoiler, equally on both sides.
- 1.8b - Maximum spoiler width is seventy-two inches (72").

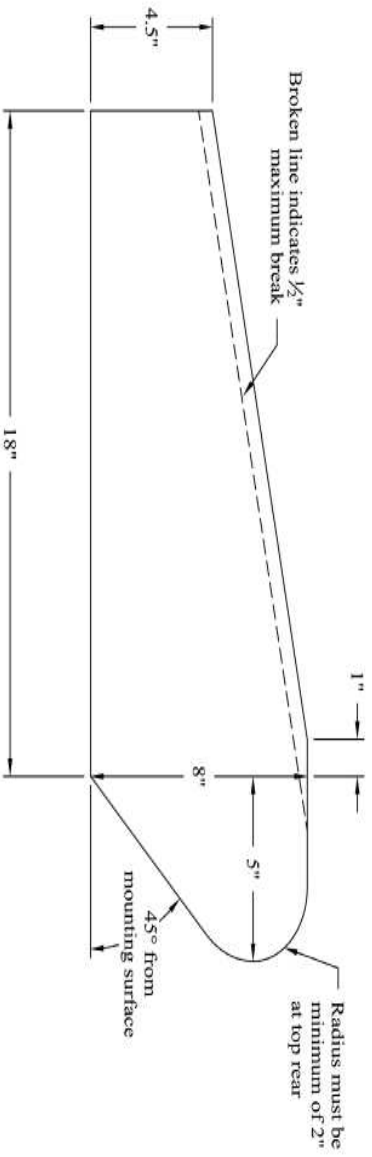


**LATE MODEL
TOP VIEW DIMENSIONS**

- 1.2e - Stock Nosepiece can extend a maximum of fifty-two inches (52") from center of front hub to farthest point extending forward.
- 1.3d - Roof height must be between forty-five (45") and forty-eight inches (48") from the ground.
- 1.5d - Front fenders can not exceed thirty-seven inches (37") in height measured from the ground.
- 1.5g - The front fender flares may not be higher than fenders by more than two inches (2").
- 1.6c - Doors can not exceed thirty-seven inches (37") in height measured from the ground.
- 1.7a - Fifty-two inches (52") maximum length from center of rear hub to top corner of quarter panel.
- 1.7f - Forty-eight inches (48") maximum height from center of rear hub to end of quarter panel.
- 1.7g - Thirty-eight inches (38") maximum height from top of deck to ground.
- 1.7h - Minimum of two inches (2") tire clearance from body.
- 1.7i - Any skirting can not extend beyond the quarter panel.



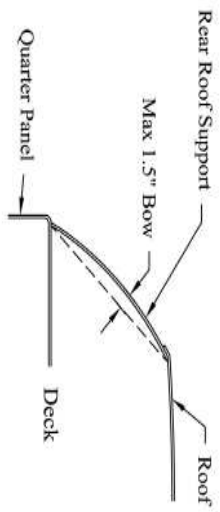
**LATE MODEL
SIDE VIEW DIMENSIONS**



No more than three (3) spoiler supports permitted. Front edge of supports must be in line.

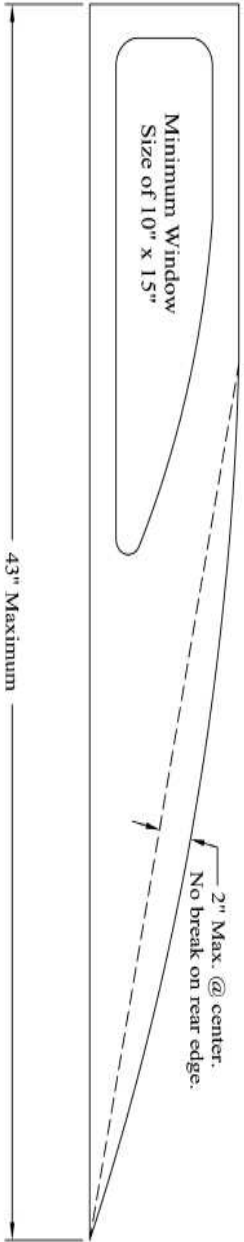
Dimensions Have Zero Tolerance

**DIRT LATE MODEL
SPOILER SUPPORTS**



REAR VIEW

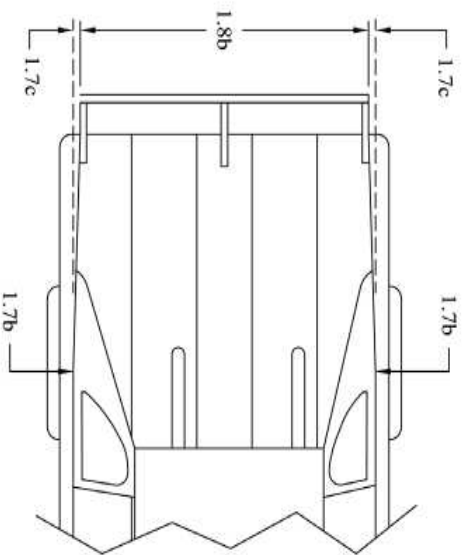
17" Maximum from rear of roof to front of support



SIDE VIEW

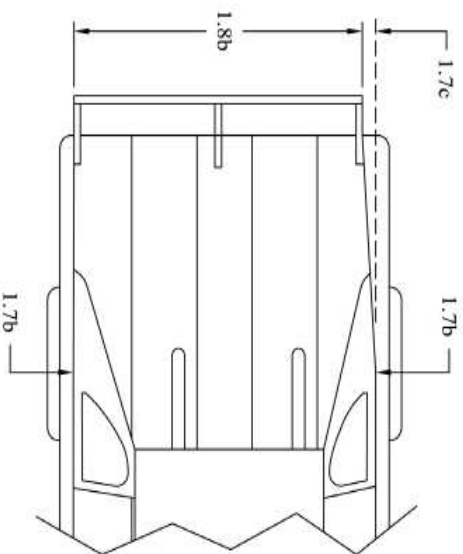
43" Maximum

DIRT LATE MODEL
WINDOW SIDE PANEL
& REAR ROOF SUPPORT



Option 1

Rear decks must taper from seventy-six inches (76"), as measured at the top over the rear hubs, uniformly back to seventy-two inches (72)" at the spoiler, equally on both sides.



Option 2

Rear decks must taper from seventy-six inches (76"), as measured at the top over the rear hubs, uniformly back to seventy-two inches (72)" at the spoiler, on the left side only.

**LATE MODEL REAR
QUARTER PANEL OPTIONS**